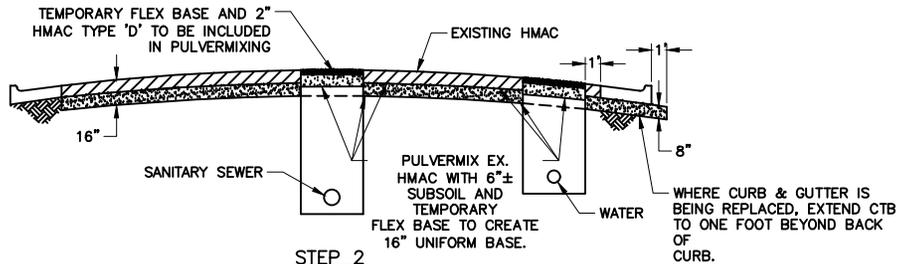
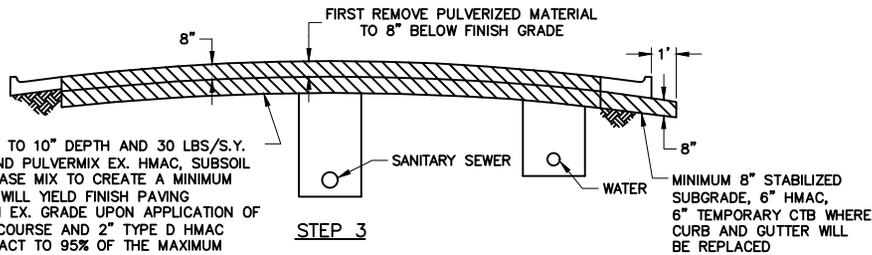


STEP 1

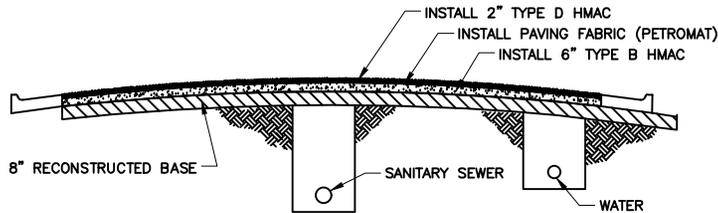


STEP 2

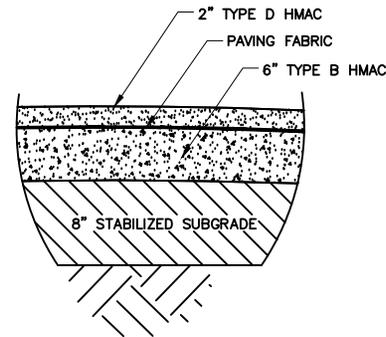


STEP 3

APPLY 45 LBS/S.Y. LIME TO 10" DEPTH AND 30 LBS/S.Y. CEMENT TO 8" DEPTH AND PULVERMIX EX. HMAC, SUBSOIL AND TEMPORARY FLEX BASE MIX TO CREATE A MINIMUM 8" UNIFORM BASE THAT WILL YIELD FINISH PAVING ELEVATIONS THAT MATCH EX. GRADE UPON APPLICATION OF 6" TYPE B HMAC BASE COURSE AND 2" TYPE D HMAC SURFACE COURSE. COMPACT TO 95% OF THE MAXIMUM DENSITY AS DETERMINED BY TEXAS SDHPT TEST METHOD TEX-113E.



STEP 4



RECLAMATION PROCESS
COLLECTOR - 8" HMAC
NTS REV: 8/14/18

PAVEMENT RECLAMATION NOTES

1. PRIOR TO RECLAMATION ALL PONDING AND/OR BROKEN CURB AND GUTTER SHALL BE FIXED.
2. EXISTING ASPHALT ROADWAY SHALL BE GROUND UP BY USING AN ASPHALT RECLAIMER OR PULVERMIXER AND RECLAIMED BACK INTO THE BASE AT A DEPTH OF NOT LESS THAN 16 INCHES.
3. PRIOR TO ANY STABILIZATION, REMOVE PULVERIZED MATERIAL TO ESTABLISH GRADE.
4. STABILIZATION SHALL BE ACCOMPLISHED BY THE APPLICATION OF LIME AT A CALIBRATION RATE OF 45 LBS. PER SQUARE YARD TO 10 INCH DEPTH AND CEMENT AT A RATE OF 30 LBS. PER SQUARE YARD TO 8 INCH DEPTH. UPON INSTALLATION OF CEMENT INTO THE SUBGRADE, THE CONTRACTOR ONLY HAS SIX HOURS TO ACHIEVE DENSITY.
5. FOR PI LESS THAN 15, LIME MAY BE OMITTED WITH PRIOR APPROVAL FROM THE CITY.
6. RELATIVE COMPACTION OF THE SUBGRADE SHALL MEET OR EXCEED 95% OF THE MAXIMUM DENSITY AS DETERMINED BY TEXAS SDHPT TEST METHOD TEX-113E. AFTER COMPACTION AND TRIMMING, THE SUBGRADE SHALL BE FIRM, HARD, AND UNYIELDING.
7. CONTRACTOR SHALL KEEP SUBGRADE IN A MOIST CONDITION UNTIL HMAC HAS BEEN LAID. CONTRACTOR SHALL WATER A MINIMUM OF 3 TIMES DAILY OR AS INSTRUCTED BY THE CITY (THIS SHALL INCLUDE ALL WEEKENDS AND HOLIDAYS). HMAC MUST BE LAID WITHIN 7 DAYS OF STABILIZATION.
8. STABILIZED SUBGRADE SHALL BE FINAL GRADED IN ORDER TO ACHIEVE STREET GRADE UPON APPLICATION OF THE 6 INCH (TYPE B) WITH 2 INCH (TYPE D) HMAC SURFACE COURSE. ELEVATION SHOTS SHALL BE PROVIDED BY THE CONTRACTOR ESTABLISHING SUCH CROWN THROUGHOUT THE LENGTH OF THE PROJECT.
9. UPON ACHIEVING FINAL GRADE CONTRACTOR SHALL KEEP ALL EQUIPMENT OFF OF CEMENT STABILIZED SUB-GRADE FOR NO LESS THAN 72 HOURS TO ALLOW PROPER CURE TIME.
10. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRAFFIC CONTROL NEEDS AND SHALL SUBMIT A TRAFFIC CONTROL PERMIT FOR APPROVAL BY THE CITY PRIOR TO ANY WORK ON THE PROJECT.
11. LIMITS OF PAVEMENT WILL BE TO REQUIRED THICKNESS.
12. WHERE EXISTING CURB AND GUTTER IS REMOVED, CONTRACTOR SHALL OBTAIN ELEVATIONS OF THE EXISTING TOP OF CURB IN ORDER TO REESTABLISH THIS ELEVATION UPON CONSTRUCTION OF THE NEW CURB AND GUTTER AND ESTABLISH A 7 INCH CROWN FROM THESE ELEVATIONS.
13. PAYMENT FOR REMOVAL AND HAUL OFF OF ANY/ALL MATERIAL, INCLUDING, BUT NOT LIMITED TO EXISTING PAVEMENT NECESSARY TO ACHIEVE FINAL GRADE PER CITY OF ARLINGTON STREET PAVEMENT CROSS SECTION DETAILS, SHALL BE SUBSIDIARY TO ITEMS PAID.
14. PAVING FABRIC SHALL BE SKAPS GC140, PETROMAT 4598, OR APPROVED EQUAL. CONTRACTOR TO FOLLOW MANUFACTURERS INSTALLATION PROCEDURE.
15. ALL CONSTRUCTION SHALL CONFORM TO THE LATEST CITY OF ARLINGTON STANDARD SPECIFICATIONS AND REQUIREMENTS.



CITY OF ARLINGTON, TEXAS

RECLAMATION PROCESS - COLLECTOR

DATE:	SCALE: NTS	SHEET _____ OF _____
DESIGNED BY:	DRAWN BY:	CHECKED BY: